

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4370.

號四月七十七百八千一英

HONGKONG, WEDNESDAY, JULY 4, 1877.

日四月五年五丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C., BATES, HENDY & CO., 4, Old Jewry, E.C., SAMUEL DEACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ARDENT WIND, 128, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SOUTON, QUELCH & CAMPBELL, AMoy, WILSON, NICHOLLS & CO., Foochow, HEDEN & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Manila, O. HEINEMANN & CO., Macao, L. A. DA GRACA.

Banks,

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... 5,000,000 Dollars.
RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.
Deputy Chairman—E. D. SASOON, Esq.
E. R. BRILLIUS, Esq. WILHELM REINERS,
W. H. FORBES, Esq. ED. TOBIN, Esq.
Hon. W. KESWICK. A. MCIVER, Esq.

CHIEF MANAGER,
Hongkong. THOMAS JACKSON, Esq.
Manager.

Shanghai. EWEN CAMMON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate
of 1 per cent. per annum on the daily
balance.

On Fixed Deposits :—
For 2 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 28, 1876.

CHARTERED BANK OF INDIA,
AUSTRALIA & CHINA.

CAPITAL, £200,000.
RESERVE FUND, £110,000.

BANKERS,
THE BANK OF ENGLAND.
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONG-
KONG grants Drafts on London and
the chief Commercial places in Europe and
the East; bills and receives for collection
Bills of Exchange; and conducts all kinds
of Banking and Exchange Business.

Local Bills discounted, and Interest
allowed on Current Accounts and on De-
posits for fixed periods on terms which may
be ascertained on application.

Notices of Firms.

NOTICE.

M. R. WILHELM CARL ENGEL-
BRECHT von PUSTAU, Junior
and Mr CONRAD MUNROE DONNMR
have been admitted Partners in our Firm
from the First of January, 1877.

WM. PUSTAU & Co.,
Hongkong, Canton, Shanghai,
April 16, 1877.

NOTICE.

FROM This Date Mr EDWARD SHEPPARD
and Mr M. W. GREIG, are autho-
rized to sign the name of our Firm per
Procuration at Foochow, and Mr F. E.
ELWELL at Amoy.

RUSSELL & Co.,
China, June 1, 1877.

NOTICE.

M. R. F. O. DIETTMER is authorized to
sign our Firm per Procuration.

SANDER & Co.

Hongkong, June 23, 1877.

NOTICE.

M. R. EDWARD BURNIE will conduct the
Business of my Office, during my
Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices,
and Lloyd's Register of Shipping.

2, Club Chambers,
Hongkong, March 17, 1877.

Notices of Firms.

NOTICE.

The Undersigned has been Appointed
AGENT at this Port for The Posi-
tive Government SECURITY LIFE ASSUR-
ANCE COMPANY (LIMITED).

W. H. NOTLEY,
Hongkong, June 6, 1877.

NOTICE.

BY Mutual Consent, the Firm of
FREEKES, RODATZ & CO. has been
DISSOLVED on This Day.

R. FREEKES,
G. C. F. RODATZ,
Hongkong, June 30, 1877.

NOTICE.

THE Undersigned, Establishing them-
selves This Day as SHIPHAND-
LERS and GENERAL STOREKEEPERS
under the Style and Firm of RODATZ & CO.,
have taken over the Business of the late
Firm of FREEKES, RODATZ & CO.

G. C. F. RODATZ,
C. KOCH,
Hongkong, July 2, 1877.

NOTICE.

I HAVE This Day Established myself
as SHIPBROKER.

ROBERT DROSS,
Hongkong, June 25, 1877.

NOTICE.

GENERAL WEEKLY SALE

LANE, CRAWFORD & CO. will sell
by Public Auction, in their Sale
Room, Praya Central, on

FRIDAY,

the 6th July, 1877, at Noon,—
ALBUMS, Pocket Books, Purses,
Portfolios, Travelling Desks, Cotton
Stockings, Butcher's Knives,
Tooth Brushes, Silk Umbrellas, Whips,
Plated Salvers, Tea Sets, Butter Dishes,
Cologne Water, and Perfumery.

&c., &c., &c.,
Also,

12 Clocks,
50 Long Enfield Rifles.
100 Short do. do.
100 Cavalry Carbines.
100 Navy Pistols.
25 bags White California Beans.
22 coils Manila Rope.

2 Hawkers.
2 bales Hemp.
1 bale China Medicine.
14 casks Porter.

1 Large Copper Lamp.
1 lot Eley's Cartridges.
1 box Silk.

TERMS OF SALE.—Cash before delivery
in Mexican Dollars, weighed at 7.17.
The Lot or Lots, with all faults and errors
of description, at purchaser's risk on the
fall of the hammer.

Hongkong, July 3, 1877.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions from W. H. MOSSOR, Esq.,
Marshal of the Vice-Admiralty Court of
Hongkong, to sell by Public Auction, on

MONDAY,
the 9th day of July, 1877, at Noon, on
Board,—

The American Barkentine
"ROSINA,"

Of 406 Tons Register or thereabouts,
as she now lies in the Harbour of Hong-
kong, with Two Suits of Working
SAILS, One Suit NEW SAILS,
1,500 superficial feet LUMBER, PRO-
VISIONS, CHAINS, ANCHORS,
BOATS, and all her Appurtenances.

The Vessel was Remetalled and Re-
paired in NEW YORK, in December, 1874,
and there classed "A1," for Four Years
in American Lloyd's. She was again Re-
metalled and Repaired at MELBOURNE,
in November 1876, at a Cost of about
£1,000 and supplied with the New Suit
of Sails referred to at a Cost of over £200,
and was then certified by the Surveyor to
the Merchant Shipping and Under-
writers Association Limited, as being fit
to Carry Dry and Perishable Cargo to
any part of the World. She Carries
580 tons of Coals or 800 tons Light
Cargo of 40 cubic feet, 9,000 piculs of
Rice on 14 feet Draft. She is a fast
Sailing Vessel, and is in Complete Order
for Sea on the shortest notice.

She has Four BOW TIMBER
PORTS, two in the Lowest Hold 92 x 82
inches, and two in the Tween Decks
40 x 28 inches.

For further Particulars and Inventory,
apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of
the hammer in Mexican Dollars weighed
at 7.17.

The Vessel to be at purchaser's risk
on the fall of the hammer.

J. M. ARMSTRONG,
Government Auctioneer,
DORABEEJEE NOWROOZ,
Hongkong, June 15, 1877.

NOTICE.

M. R. EDWARD BURNIE will conduct the
Business of my Office, during my
Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices,
and Lloyd's Register of Shipping.

2, Club Chambers,
Hongkong, March 17, 1877.

Auctions.

NOTICE.

SPANISH CONSULATE.

TO be held by PUBLIC AUCTION, at

the Offices of the Marine Department,

Manila, on the 6th day of September next,

at 10 o'clock A.M., the Spanish War Vessels

"BERENGUELA" and "CIRCE"

(declared by the Government "useless for

further service").

Conditions of Sale, Inventory, Form of

Tender, and all other Particulars respecting

the above, can be obtained at the Offices of

this Consulate.

The upset Prices of the Vessels will be

for the

Frigate "BERENGUELA" ... \$20,026.98

Corrvette "CIRCE" \$ 5,278.27

and no offer will be received which does not

exceed these amounts.

A. FARAUZO,

Consul for Spain.

Hongkong, June 12, 1877.

jy6

NOTICE.

Intimations.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ROSINA, American 3-m. schooner, Capt. C. W. Hansen—Arnold, Karberg & Co.

HANNAH LAW, British ship, Captain R. Grogg.—P. & O. S. N. Co.

HERZONIUS, British brig, Capt. T. A. Koch.—Landolin & Co.

ECHO, British barque, Captain Tozer.—Arnold, Karberg & Co.

ROBERT HENDERSON, British barque, Capt. John J. Gunn.—Vogel, Hagedorn & Co.

BROWN BROTHERS, American ship, Capt. D. S. Goodell.—P. & O. S. N. Co.

MATCHLESS, American ship, Capt. John C. Dawes.—Douglas Lapraik & Co.

VISCOUNT MACDUFF, British 3-m. schooner, Capt. Wm. Wright.—Borneo Co., Limited.

CORINNE, British barque, Captain Wm. Robertson.—Wieder & Co.

JUVEN, Norwegian ship, Capt. P. Hauff.—Meichers & Co.

LEADING WIND, American ship, Captain F. M. Hinckley.—Meyer & Co.

CHARLOTTE ANDREWS, British barque, Captain George Place.—Rozario & Co.

LOUISA, German 3-m. schooner, Captain H. Schierloh.—E. Schellhaas & Co.

JALO, Russian ship, Capt. C. F. Moberg.—Order.

Notices to Consignees.

BRITISH STEAMER MIKADO, Master, from LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 6th July will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given by 2 o'clock Today.

Bills of Lading will be countersigned by WM. PUSTAU & Co., Agents S. S. Mikado.

Hongkong, June 22, 1877. jy18

S. S. GLENFALLOCH, FROM LONDON AND SINGAPORE.

THE above Steamer having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored by the Undersigned in their Godowns, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 3 p.m. To-day.

Cargo remaining undelivered after the 6th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, July 2, 1877. jy19

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. VENICE having arrived, Consignees of Cargo by her are hereby requested to send their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.

Hongkong, July 3, 1877. jy10

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship ARRIVAN Appear, Captain MACINTOSH, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned, for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be once landed and stored at Consignees' risk and expense.

DAVID SASOON, SONS & Co., Agents.

Hongkong, July 3, 1877. jy10

BARQUE CHINAMAN, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, May 21, 1877. jy11

COMPAGNIE DES MESSAGERIES MARITIMES,

S. S. ANADYE.

NOTICE.

CONSIGNEES of Cargo per S. S. ANADYE, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before To-DAY, at 11 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after To-DAY, the 30th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. du FOURE,

Agent.

Hongkong, June 25, 1877. jy12

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE AMERICAN SHIP LEADING WIND, FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & CO., Agents.

Hongkong, July 2, 1877. jy13

To-day's Advertisements.

FOR SINGAPORE AND PENANG.

The British Steamer "THALES."

Capt. Coles, will be despatched for the above Ports on SATURDAY Next, the 7th instant, at 3 p.m.

For Freight or Passage, apply to

AH YON,

Praya West.

Hongkong, July 4, 1877. jy14

FOR SALE.

A POLLINARIS WATER, in Cases of

50 Large Stone Bottles, 89 per Case.

WIELER & CO.

Hongkong, July 4, 1877. jy15

SHIPPING.

ARRIVALS.

July 3, Nuevo Constante, Span. schooner, 208, Uriarte, from Tayabas, Timber.—REMEDIOS & CO.

July 4, Goliah, Siamese barque, 530, J. Dentuan, Bangkok June 17, Rice.—CHIEN-

MEI.

July 4, Therese Behn, German barque, 460, H. Steffens, Cardiff March 26, Coal.—SIEMSEN & CO.

July 4, Amy, British steamer, 514, G. H. Drewes, Shanghai June 23, and Swatow July 8, General.—SIEMSEN & CO.

July 4, 2.40 p.m., Yungching, Chinese steamer, 561, R. Gibbon, Shanghai June 30, 4 p.m., O. M. S. N. Co.

July 4, Hieronimus, British brig, from Whampoa.

July 4, 4.30 p.m., Ferntower, British steamer, 700, Von Bargen, Saigon June 30, Rice.—CHINESE.

DEPARTURES.

July 3, Cap Horn, for Manila.

3, H. M. S. Curlew, for Macao.

4, Thingwalla, for Saigon.

4, Douglas, for Coast Ports.

4, Spartan, for Manila.

4, Mikado, for Shanghai.

4, Golden Horn, for Singapore.

CLEARED.

Marie Louise, for Bangkok.

PASSENGERS.

ARRIVED.

Per Amoy, from Shanghai and Swatow, 76 Chinese.

Per Yungching, from Shanghai, 28 Chinese.

Per Ferntower, from Saigon, 10 Chinese deck.

DEPARTED.

Per Spartan, for Manila, 3 Europeans, and 9 Chinese.

Per Thingwalla, for Saigon, 2 Europeans.

Per Douglas, for Coast Ports, 350 Chinese.

Per Golden Horn, for Singapore, 221 Chinese.

SHIPPING REPORTS.

The Siamese barque Goliah reports:

Left Bangkok June 17, and had strong S.W. wind up to the Macassar Banks;

thence light airs and calms to arrival.

The German barque Therese Behn reports:

On the 26th of February left Cardiff Roads,

and were 23 days to the Equator, 72 days to Cape of Good Hope, 109 days to Sunda Straits, whence had a 17 days passage to Hongkong. Had strong S.W. winds from Gaspar Straits to the Paracels, and thence to port light baffling winds and equally weather. On the 2nd July experienced a strong gale from East to E.N.E.

The British steamer Amy reports:

Had strong S.W. wind and cloudy weather throughout. Left Shanghai at 2 a.m. on the 30th, arrived in Swatow at 6 a.m. of the 2nd, and left again at 5 p.m. of the 3rd, arriving in port at 2 p.m. to-day.

On the 1st July, spoke the British ship Leicester, from Hongkong bound North.

The Chinese steamer Yungching reports:

Light S.W. winds and fine weather till night of 2nd, thence experienced heavy gale from N.E. with heavy sea. Latter part light variable winds and fine weather.

The British steamer Ferntower reports:

Strong South-westerly winds during first part, and light variable winds, principally North-easterly, during the latter part of the passage. All well.

MANILA SHIPPING.

Arrivals.

May 23, Pepita, from Cadiz

25, Teresa, from Hongkong

30, Holyrood, from Anoy

60, South American, from San Francisco

June 1, Conchita, from Matias Islands

1, Esmeralda, from Amoy & Hong Kong

1, Clifton, from Singapore

2, Victoria, from Liverpool, &c.

7, Villas de Rivasaria, from Hong Kong

7, Esmeralda (dark), from Hong Kong

11, Kapitido, from New Castle

15, Josephine, from New Castle

15, Paragua, from Singapore

19, Esmeralda, from Hongkong

21, Caura, from Hongkong

22, Advance, from Singapore

Departures.

May 30, Paragua, for Singapore

4, Bertha, for London via Singapore

4, Panay, for Saigon

6, Pasig, for Hongkong

9, Esmeralda, for Hongkong

12, Teresa, for Saigon

14, Cristoforo Colombo, for Hongkong

14, Salvador, for Singapore

14, Capajah, for New York

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:

VESSELS TO ARRIVE AT HONGKONG.

When left. Name. From. Remarks.

Dec. 22, Sophie, New York

Jan. 10, O. R

brave man who merits all the regret we can spare him. Everything was lost except some official despatches, placed in the hands of the agent *des postes*."

Police Intelligence.

(Before James Russell, Esq.)

July 4, 1877.

UNLAWFUL POSSESSION.
Low Ashing and Keung Lum Fook, coolies, were charged by P. C. Grimes with the unlawful possession of a box containing clothing, \$4 and a pair of bangles. The 1st defendant said the box belonged to his aunt, while the 2nd denied "any knowledge of it." It was discovered that this box was stolen from a coolie house at East Point. The defendants were sent to 4 months' hard labour each.

BREACH OF THE REGISTRATION ORDINANCE.
Tam Ting, a shop-coolie, was charged with a breach of Section 81 of Ordinance 7 of 1866, by representing himself to be a householder and offering to secure a hawker; he produced a registration ticket which had not been issued to him. Fined \$6 or 21 days' hard labour.

PETTY THIEF.
Wong Asing, a hawker, was sent to 14 days' hard labour for stealing a pair of shoes.

DRUNKENNESS.
James Grossman, an engineer out of employ, was charged with being drunk in the street. The defendant said he was in the P. & O. service. He was in the *Delta* before, and when that steamer was sold to the Japanese Government, he was taken over, but was discharged subsequently. He had nothing to do now, and wished to get away. The Magistrate discharged him and referred him to Mr Lind, Superintendent of the P. & O. Company.

SUPREME COURT.
IN ORIGINAL JURISDICTION.
(Before His Lordship the Chief Justice,
Sir John Smale.)

4th July, 1877.

Duf v. Ingles.

Mr Hayllar, Q.C., instructed by Messrs Sharp, Toller and Johnson, appeared for the plaintiff, and Mr Francis, instructed by Messrs Stephens and Holmes, appeared for the defendant.

This was an action for a decree of the Court ordering an account to be taken of a certain trust estate, comprised in, and assigned by, a certain deed of settlement executed on the marriage of Mrs Caroline Matilda Smithers with one Robert Oswald Browne, in July 1868, and for payment of such monies in the said trust estate as may be found due to the plaintiff, Mrs E. H. Duff, a daughter of the said Caroline Matilda Smithers.

Mr Hayllar opened the case for the plaintiff, and said Mrs Smithers had three children, two daughters and one son, and the question before the Court was for an order to take an account of the trust estate in favour of Mrs Duff under a deed dated the 10th July 1868, made between Mr Browne and Mrs Smithers on account of some property settled on her. Mr Browne married Mrs Smithers, a widow with four or five children, and a settlement was made before the marriage. Mr Browne died and Mrs Browne in 1868, married Mr John Ingles, the defendant. The trustees under the old deed resigned, and Mr Ingles was appointed the sole trustee of this estate. He took possession of the property and continued in possession or to administer it up to the present time. The plaintiff, of course, did not know what was the value of the estate now, except on the statement of Mr Ingles. Mr Ingles afterwards died on the 31st August 1872, and this daughter, Miss Smithers, in the beginning of January 1876, married Mr Duff, and at the time of her marriage Mr Ingles gave her a paper in the form of a certificate shewing the amount of her share in her mother's property, and it was for Mr Ingles to explain what he meant by this certificate which was to the following effect:—To Mrs T. W. Duff:—I hereby certify that the sum of John Ingles & Co. have to pay you \$17,083 on the day you become 21 years of age, on account of the money invested in that firm by the writer as the trustee for the late Mrs Ingles. On coming of age, you can apply for the money or leave it with the firm at ten per cent. per annum.' That was substantially what the plaintiff had been asking from the time she became of age. She had been asking for the money ever since. There was an error in this certificate which Mr Ingles was probably unconscious of when he drew up the paper, because according to the terms of the deed, the plaintiff was really entitled to have her money upon marriage. However, nothing would turn on that point now, because the plaintiff was already 21 years of age, and what they came into Court now was for this \$17,083 at ten per cent. A great deal of correspondence passed between the parties touching this settlement. Mr Hayllar then proceeded to read the note dated the 21st April 1877, in which the defendant said that having gone over the papers, he decided to pay the money as soon as the firm could do so, and that the money would be paid on the Monday following. Referring to the pleadings, the learned counsel said the answers to the petition were that a great deal of money had been expended in the maintenance of the plaintiff, but that she had seen no accounts and could not say what the amounts were. It was unfortunate that an outside person was not made the trustee, but one thing was clear—the plaintiff was entitled to the \$17,083 according to the defendant's own admission.

Mr Francis said if his learned friend relied on that certificate alone, probably they would not have been in Court now. But a claim for more was put in.

Mr Hayllar said they did not ask for more, but he was obliged to state his position in that form. If the defendant was willing to pay the \$17,083, probably they might settle the matter.

The Court was accordingly adjourned sine die to enable the parties to come to an arrangement.

CORRESPONDENCE.

CHINESE GUILDS.
To the Editor of "THE CHINA MAIL."
Hongkong, July 4th, 1877.

Sir,—The action of the different Chinese guilds latterly has shown them to possess a power over the business of the

Colony which in many ways is to be regretted. Their unity of action, as displayed in recent cases, is directed without exception against the European merchant, and it would be difficult to cite an instance of the guilds considering a case of injustice done by any of their members to Europeans.

The advantage to the Chinese, of these powerful combinations is evident, but to us what are the benefits? The Chinese are not rendered more amenable to our laws from the fact of their belonging to the guilds; indeed the guilds support their members in open infractions of law, which the European, well knowing the result of isolated action on his part, submits to. Is the credit of its individual members improved by the fact of their belonging to the guild? The experience of all the contrary.

It is a dangerous sign when the power of these guilds is exercised as it has lately been without remonstrance on the part of Europeans, and unchecked by authority, because no remonstrance has been made. It is my deliberate conviction that the operation of the guilds is illegal, usurping the place of law and in violation of it, that the power they possess and use is not in the end of justice, and finally that the Chinese know their power to be what I have described it. The possession of arbitrary power tempts to its misuse, and especially is this the case with the Chinese who have been accustomed in their own country to so little liberty of action. I say this well knowing the influence even at Peking of certain guilds, but for this influence there is a corresponding price demanded, the reason for which in the case of this Colony does not exist.

Combination among Europeans, except for purposes of defence, or individual safety, has in China proved a lamentable failure. We all know that this is so, and I think we all regret it. I am not sure that combination to resist the guilds would be advisable, even if it were possible to organise a homogeneous opposition.

My remedy would be either the control of the Guilds by Government, or the participation in their decisions by Europeans appointed by Government, or both. This would only be a partial remedy of a commercial disease, but we must sacrifice thoroughness in this case, in consideration of the delicate organisation of the subject.

Yours truly,
EUROPEAN.

A SUGGESTION.
To the Editor of "THE CHINA MAIL"
Hongkong, July 4, 1877.

Sir,—As an admirer of Captain Walker's (28th Regt.) maps, illustrating the Seat of War of the present Russo-Turkish campaign, that are to be seen at Messrs Lane, Crawford & Co.'s Store, I beg leave to suggest to that skilful officer, in the absence of the necessary appliances for reproducing copies thereof in the Colony, the same may perhaps be photographed, thus allowing an opportunity to many of his friends and the public generally to possess a copy of those maps for reference upon receipt of intelligence which reaches here now and then.

There is, in my opinion, an amateur artist of much celebrity in this Colony who, on the person of Mr Arfond, who, if called upon, will no doubt execute the work with much credit to him.

Thanking you for publishing the above.
Yours obediently, MAC.

[The suggestion is a good one, if it be practicable, and in view of the fact that few, if any, really good maps of the seat of war have been received from Europe, it is most advisable that copies of Lieut.-Walker's maps should be made. If the work is feasible, the effort will well repay the cost and trouble.—ED. C. M.]

Manila.
(From the *Manila Papers*.)

A public sale of tobacco leaf of 1876 crop was announced for the 7th July, when several thousand quintales will be disposed of, and the following are the details of the sale:—500 quintales 1st Isabellas, in 10 lots, at \$80 and upwards per quintal; 3,800 quintales 4th Isabellas, in 58 lots, at \$12 per quintal; and 3,700 quintales 4th Cagayan, in 87 lots, at \$14 per quintal.

In the steamer *Gloria*, which was wrecked near Singapore lately, there was about 8,000 quintales of tobacco on Government account amongst other cargo lost, and which quoting at the lowest rate of \$14 per quintal, amounted to a value of \$112,000.

This tobacco, with the authorisation of the supreme Government, was forwarded un-insured, and thus the Spanish Exchequer became the loser of a somewhat considerable sum.

It is said that the Government has not accepted the proposition for the steamers of the *Olano* & *Laringa* line to carry the mails between Europe and the Philippines.

Nearly every article of food at present in Manila is rising in price, and the bakers,

in consequence of the dearth of flour, instead of asking a higher price for their goods, are supplying their customers with bread of smaller size than usual.

The *Comercio* of the 22nd June says that

there are already in the market great numbers of cavanes of rice, lately brought from other ports, the quality of which seems to be not bad. With this stock and other shipments of greater consideration and from the same source which are expected, we have no doubt that the high price which in a short period this important and most necessary grain has attained, will come to its normal price.

A correspondent at Vigan (Ilocos Sur), writes under date June 10, that about ten days ago a few merchants arrived there from the British India with some Japanese onions which are being sold with good profit.

A sulphur mine has been discovered in a hill in the province of Lata.

The *Emeraldas* brought from Hongkong on the 19th June three camels, and they are now being exhibited to the public.

As they are the first animals of their kind that have ever visited Manila, they are the object of much curiosity and admiration, and their owner will, no doubt, make some money in this speculation.

Japan.
(*Gazette*.)

A slight shock of earthquake was felt yesterday (June 18th) at a quarter past noon.

The native journals report that large quantities of *Hiachiodi* silk were expected to arrive on the Yokohama market to-day (June 29th).

A bill is pending in the Millet *Bishi*

Company vs. Her Majesty's Government. arising out of the damage sustained by the *Oakland Mart*, the property of the Company, while in collision with H. M. S. *Audacious* on the evening of Monday, the 11th inst. The suit is for compensation for injuries received by the *Chad*, and demurrage at the rate of \$300 per item, making the total amount claimed so far a sum of about \$6,000.

The *City of Peking* left San Francisco on the 20th instant and may be looked for on the 9th proximo.

The following table of exports and imports from and to Japan and Corea during the month of May, is published in a native paper.

Exported to Corea.

Article. Value.

Rice 5,543 koku Yen 28,390.10

Barley 930 " 2,642.29

Ground Barley, 1,580 " 4,891.41

Miscellaneous.... 38,004.65

Total..... 8,026 Yen 78,887.45

Imported from Corea.

Article. Value.

Articles, value, yen 14,868.13.

During the same month 50 junks left Corea for Japan and 59 junks arrived there from Japan. The Total number of Japanese residents in Corea is 232.

The Brit. bark *Union* is loading at Nagasaki for Yokohama.

During the fire on the Bluff an attempt at incendiarism was made upon the premises of Mr Dillon, glazier and water manufacturer, No. 88, Main Street. The incendiary had saturated a rag with Japanese oil, placed it upon a shelf in the shop, and, having deliberately lighted it, made good his retreat. The fire was villainously well chosen for the attempt, while all the inmates, Japanese and foreign, of the establishment were absent. Luckily, however, as soon as the flames spread to the paper and woodwork of the wall, a passer-by was attracted by the smoke issuing from the door which the incendiary had left open, and the damage was arrested before it had time to become extensive. A Japanese servant recently discharged is suspected of this dastardly outrage.

THE INSURRECTION IN JAPAN.
(*Tokio Times*.)

The government troops in Kiusiu are surely, though with exceeding slowness, driving the rebel bands before them, and the latter now appear unable to hold any important position which the Imperialists assail. A very complete review of the situation is given in the extracts from a Japanese newspaper of this city which we reproduce elsewhere. The duration of the struggle is still matter of uncertainty, but the ultimate discomfiture of the insurgents is seriously questioned by nobody. Rotarians of the ex-daimios have responded with remarkable alacrity to the recent call of their former lords, and arrive daily in Tokio, in great numbers, to offer themselves for service in the loyal army. It is reported that the Emperor, with his household, will remain in Kioto throughout the summer.

FIRE AT YOKOHAMA.

Last night (June 20th) at about half-past nine o'clock the fire-bells gave warning of a fire at the Bavarian Brewery, No. 68. Dense clouds of smoke rolled out from the burning building, which led to the conclusion that the entire premises were gutted, more especially as flames burst through the roof at one end. Crowds of foreigners and natives were soon on the spot; fire-engines began to arrive from all directions; and their crews were rushing about for some time first to one well and then to another in hopes of getting a supply of water, but none was to be obtained. The well on the premises had a small supply, and an engine was soon fixed close to it, but had scarcely commenced to draw when the gear got out of order, and its efforts were rendered futile. After a long time had elapsed some one suggested the fish-pond at the bottom of Hegi's hill as a source whence a good supply of water could be procured. With great alacrity three engines established connection with the pond, and the hissing of the much desired fluid was in a few moments heard as it poured upon the flames. In the meantime, though there was plenty of smoke from a stack of damp malt which had caught fire, the flame was burning but slowly and making but little headway. With efficient direction of affairs there is no doubt that the fire might have been extinguished before the engines began to play. As it was confusion reigned supreme: every one employed seemed to be working on his own account; and the only actual service rendered was by some Japanese who had boldly placed themselves on the roof and fought the flames at close quarters. But after supplies of water had been brought to bear upon the burning mass, first from the fish-pond before mentioned, and next from Messrs. Copeland and Wiegand in Spring Valley, and a fire party had arrived from H. M. S. *Audacious*, the flames were soon mastered and cut off from the main building, and by eleven o'clock all danger of the disaster spreading was over. For some time, however, the houses in the vicinity were in imminent peril, as burning fragments of wood borne by the breeze, fell on the roofs and remained there occasionally for some time. Fortunately, however, the only damage done was to the nervous systems of the occupants of the dwellings.

The origin of the fire is ascribed to the fact that malting was going on; and it is supposed that the furnace was overheated, and so caused the malt that was in process of drying to catch fire. Altogether about 100 bags of malt and the whole of the machinery, were destroyed, though but a small portion of the building fell a prey to the flames. The small amount of damage is due to the substantial character of the structure rather than to the well-meaning, but mismanaged efforts of the bystanders before water was procured. The malt was not insured, but we hear that the building was.

Japan Gazette.

The *Comercio* of the 22nd June says that there are already in the market great numbers of cavares of rice, lately brought from other ports, the quality of which seems to be not bad. With this stock and other shipments of greater consideration and from the same source which are expected, we have no doubt that the high price which in a short period this important and most necessary grain has attained, will come to its normal price.

A correspondent at Vigan (Ilocos Sur), writes under date June 10, that about ten days ago a few merchants arrived there from the British India with some Japanese onions which are being sold with good profit.

A sulphur mine has been discovered in a hill in the province of Lata.

The *Emeraldas* brought from Hongkong on the 19th June three camels, and they are now being exhibited to the public.

As they are the first animals of their kind that have ever visited Manila, they are the object of much curiosity and admiration, and their owner will, no doubt, make some money in this speculation.

THE WAR.
(*Mitchell's Maritime Register*.)

Amongst the recent intelligence received in connection with the war, is the announcement that two British steamers have been stopped at Constantinople. These vessels, the *Mauritius* and the *Moldavia*, were detained, as stated, by reason of the blockade. They were outward-bound vessels. Had they been bound for the Black Sea, the Azov, or the Danube, the world, would, as a matter of course, have been allowed to proceed. The *Emperor*, however, has

carried, and of other British ships that may any day be similarly situated, which it believes British Shipowners and Merchants who think of trading with the Turks or the Russian Ports to bear in mind, and to carefully consider. It is, of course, not forgotten that within the past month the Under-Secretary for Foreign Affairs stated distinctly that Her Majesty's Government could not call upon either beligerent to define what is or what is not contraband of war, or the Queen's Proclamation is silent on the subject, save as regards supplies of men, munitions of war, and ships of war; or those which may be converted to warlike purposes. Turks and Russians are, therefore, alike at liberty

to define the term contraband of war, or rather to treat all articles, however innocent as contraband, according to their destination, or really to the caprice of either beligerent, or of the Courts of Prize which may think proper to establish. Our readers have seen that the Turks have already established a machinery by which neutral ships and their cargoes shall be referred to a Tribunal of Arbitration, with an appeal to Constantinople. We have already expressed an opinion on the apparent character of this tribunal, and we have nothing to add except to express our satisfaction that, so far as the Danube Trade is concerned, British ships are beyond reach of its operation; and we presume that the same may be said by this time of vessels which have arrived at Russian Ports in the Black Sea and the Azov, and have cleared out, whether with or without cargoes. But here are vessels arriving at Constantinople, and unable to proceed by reason of the blockade—that is, the blockade of the Russian Ports by the Turkish forces. Well, then, these vessels and their cargoes were destined for any Turkish Port in the Black Sea, they would not, of course, have been interfered with. Being, then, destined for an enemy's Port, the question of contraband arises again. We have already expressed an opinion of the character of the port of the *Emperor*—that the belligerents think proper to respect the provisions of that instrument.

But the question involved in these cases—and which must be the question in all similar cases that may arise during this war—will be that to the character of the cargo. Is it or is it not contraband of war?

If it is, becomes *in fact* good prize of war, and, of course, with the ship, is liable to forfeiture; if it is not contraband, even an enemy's destination may not make it good prize, unless destined for a blockaded Port.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMALLA, PORT SAID, NAPLES,
AND MARSEILLES;

Also,

BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON SATURDAY, the 7th July, 1877, at Noon, the Company's S.S. H.O.G.L.Y., Commandant REYNIER, with MAILS, PASSENGERS, SPECIE, and GARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th July, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUZY,
Agent.

Hongkong, June 25, 1877.

jy7

Occidental & Oriental Steam-
ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
CITY

UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "GAELO" will be de-
spatched for San Francisco via Yokohama on FRIDAY, the 13th July, at
2 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 12th Proximo. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Return Passage Tickets available 1 to 6
months are issued at a reduction of 2d per
cent. on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.

Hongkong, June 20, 1877.



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,

Also,

Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
CATHERINE, Captain DUNDAS, will leave
this SATURDAY, the 14th July, at
Noon.

For further Particulars, apply to
A. LIND, Superintendent.

Hongkong, July 2, 1877.

jy14

To Let.

TO LET.

THE Dwelling House and Offices No. 1,
D'Aguilar Street, lately in the occupa-
tion of Messrs DOUGLAS LAPRAIK & Co.
The Dwelling House No. 1, Alexandra
Terrace. Possession from the 1st June
next.

The Dwelling House No. 6, Gough Street.
Possession from the 1st July next.

The Dwelling House No. 10, Gough
Street. Possession from 1st August next.

Apply to
DOUGLAS LAPRAIK & Co.

Hongkong, May 16, 1877.

TO LET.

HOUSE Nos. 8 and 9, Seymour Terrace,
House No. 10, Albany Road, lately
occupied by the Rev. R. H. KIDD
"Bimba Villa," Pok-foo-lum, Furnished.

DAVID SASOON, SONS & Co.

Hongkong, February 18, 1877.

TO BE LET.

THE Promised No. 23, Queen's Road,
late in the occupation of THE BOARDE
COMPANY, LIMITED.

Apply to
TURNER & Co.

Hongkong, May 10, 1877.

NOW READY.

FENG-SHUI: or, THE RUMINANTS OF
NATURAL SCIENCE IN CHINA. By Dr.
E. J. Eitel. One Volume, etc. Price,
\$1.50.

BUDDHISM, Its History, Theory and
Practical Religion, in three Lectures.
By Dr. E. J. Eitel. Second Edition, One
Volume, etc. Price, \$1.50.

Orders will be received by Messrs Lane,
Crawford & Co.,
Hongkong, July 31, 1877.

Insurances.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rate of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1877.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
POLICIES against the risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matsabed, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNHOLD, KARBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1877.

a7

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surance at current rates.

MELCHERS & Co.,

Agents, Royal Insurance Company.

Hongkong, February 10, 1877.

a7

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.

In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1877.

a28

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

a28

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

Hongkong, June 1, 1877.

a28

THE Undersigned Agents at Hongkong
for the above Company, are prepared to
grant Policies against FIRE to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20%.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

a28

THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER
of

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:

Marine Department.

Policies at current rates payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, May 12, 1877.

a28

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1877) the Chinese
Mail will be issued DAILY instead of twice
WEEKLY as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at 4/- per annum.

The charges for advertisements are now
assimilated to those of the Chinese Mail.

The mineral success which has attended
the Chinese Mail makes it an admirable
medium for advertisement.

The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

For terms, &c., address

MR. CHUN AYIN,

Manager.

China Mail Office,

Hongkong, October 14, 1876.

a28

NOTICE.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurance at current rates.

HOLLIDAY, WISE & Co.

Hongkong, July 31, 1877.

a28

NOW READY.

FENG-SHUI: or, THE RUMINANTS OF
NATURAL SCIENCE IN CHINA. By Dr.
E. J. Eitel. One Volume, etc. Price,
\$1.50.

BUDDHISM, Its History, Theory and
Practical Religion, in three Lectures.
By Dr. E. J. Eitel. Second Edition, One
Volume, etc. Price, \$1.50.

Orders will be received by Messrs Lane,
Crawford & Co.,

Hongkong, July 31, 1877.

a28

THE CHINA MAIL.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1876.

a28

Insurances.

NOTICE.

LONDON & ORIENTAL STEAM
TRANSIT INSURANCE CO.

THE BUSINESS of this Company has
This Day been Transferred to THE
MARINE INSURANCE CO., of 20, Old
BROAD STREET, LONDON.

By Order of the Proprietors,

WILLIAM HUNT,

Secretary.

137, Leadenhall Street,

London,

1st January, 1877.

a28

THE MARINE INSURANCE CO.

20, Old Broad Street,

London,

1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £ 340,000.

"

a28

WITH Reference to the foregoing Adver-
tisement THE MARINE INSURANCE CO.

has This Day taken over the
Business of the LONDON & ORIENTAL
STEAM TRANSIT CO., and has Appointed

Mr A. McIVER as its AGENT in HONG-

K